ore difficult to

ner. at 9c. for Santos No. 3 8 Nos. 7 and 8, ad 8, to arrive, c.: 8,000 Santos 00 Maracalbo-ted and closed ne steady and is unchanged. echange un-ced 100 rels; rices here as Closing. 7.75@7 ×0 7.95@8 00 8.10@8.15 8.25@8 00 8.50@8 55 8.80@8 55 8.85@8 90 9.05@0 10 Coffee Ex-

side account, t receipts, but y liquidation the first time as a heavy vo days.

A cent here,
by changes in 6d for spot, at £56 12s, 6d tations of the 65c. Com-\$14.25@\$15 it \$15.25@51s western, \$7.60; erlean, \$8.25. ac. Butter, ... te, f. c., fall extras, 39c. particularly of the early sellers. The lat developed the recovery. able recovery, erday's close, de in all prod parket helped Local stocks nall increases

c. for 96 test day's prices: Clos- Lost ing. Night. 80% 89% 82% 81% 7 4216 7 4716 3.3214 18.3214

TEMENT. \*\$3,688,929

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...\$141,575.262 ... 173,684,633 189,942 . \$315,449,837 85,481,565 . \$226,968,373

CTIONS. 4,976,000

. \$1,188,000

ek. 3,898,000

## SULLY DRIVES TWO MARKETS.

COTTON HARNESSED UP WITH COFFEE, AND PACE FAST.

Cetton Bulls, With the Price Near 16 1-2, Talk of a Worldwide Famine-Coffee Exchange Transactions for the Day Far Above a Haif Million Bags. Cotton got close to 161/2 cents a pound

day. All price records since the Civil War were broken. Daniel J. Sully, the bull leader, was the central figure in the great upward whirl in the market, personally hidding for heavy blocks of cotton. His buying carried the July delivery to 16 cents a pound early in the day. The wildest conditions developed in the early afternoon, when it rushed up from 16.25 cents to 16.40 cents without an intervening sale. It was reported that a prominent local broker had been caught short and that it was his struggles to cover that were responsible for the jump. At its top figure
July cotton showed an advance over the closing price of Wednesday of 65 points, equivalent to \$3.25 a bale. It closed at 16.75 cents. March cotton rose 83 points to 16.24 cents, closing at 15.95 cents. The price of spot cotton locally was marked up 80 points, to 16.25 cents, its advance equalling \$4 a bale.

The local bears, who had been putting out some rather cautious lines of short cotton in the last few days, "feeling for the top," were scared blue by the way the market acted and rushed in as frantic buyers to cover their shorts. Big buying orders also came from New Orleans, where there was also a great lift in prices.

Remarkable predictions are made about the Cotton Exchange as to what sort of prices may yet be touched before the great upward movement in the staple culminates. The most optimistic bulls assert that a worldwide famine in cotton exists, and that the high prices have come to stay. at least for very many months.

Mr. Sully did not confine his activities

Mr. Sully did not confine his activities to cotton yesterday, but he signalized his election on Wednesday night to membership in the New York Coffee Exchange by appearing on the floor of that exchange yesterday morning and personally leading a big bull movement in the coffee market.

estimated at about 125,000 bags, mostly September. The grand total of business on the exchange for the day equalled 500,250 bags, so far as the sales were posted on the exchange blackboard, but it was thought that anywhere from 50,000 to 100,000 bags were dealt in which were not posted in the rush. This breaks all records for business on the Coffee Exchange, the previous high record having been 486,000 bags in 1858.

On the floor of the exchange there was

meteoric, and all sorts of rumors flew about

meteoric, and all sorts of rumors new about as to what sensational prices may now be locked for in coffee.

This is the second time that immediately following his election to a Wall Street exchange Mr. Sully has lost no time in beginning active personally trading. Last week, when he was elected a member of the New York Stock Exchange, he at once went on the floor and began buying stocks.

#### COTTON FOR GREAT BRITAIN. The Colonial Office Promises Aid to Planters in Africa.

Special Cable Despatches to THE SUN. LONDON, Jan. 28 .- A deputation of the the Hon. Alfred Lyttelton, who was at | Windsor. He said that every possible assistto plant areas on a very large scale.

The deputation was thoroughly satisfled with its reception and with the con-Alfred Jones, the president, said that the day would be remembered as notable in the history of West Africa. The whole matter, he said, had passed beyond the

MANCHESTER, Jan. 28.-At a meeting of the Cotton Spinners' Association to-day it was proposed to discontinue buying on call, to increase purchases of snot cotton and to carry larger stocks, or, instead, to purchase for stipulated monthly delivery.

LIVERPOOL, Jan. 28. The cotton market closed 18 to 20 points higher.

#### FLAW IN PARTNERSHIP LAW. Because of That the Capital of Gates & Co.

Will Be Increased Quietly. It was owing to a peculiarity of the New York State law governing partnerships that the amounts contributed by the special partners, John W. Gates and John Lambert, to the new brokerage firm of Charles G. Gates & Co., which succeed to Harris, Gates & Co., have been advertised as so

According to the advertisement Mr. Gates contributes \$10,000 and Mr. Lambert \$1,500. It was positively stated yesterday that there will be a very heavy increase ater, but had the special partners con-tributed at this time the sums they intend to put into the firm it would have tied up six weeks the \$1,000,000 or more which

they are to put in later.
The law provides that special partners must publish, when the original certificate is filed with the County Clerk, the actual amount of capital contributed. The certificate must be advertised for six weeks before the firm becomes effective, but before the firm becomes effective, but at the end of that time the amount can be

nereased without publication.
It is understood that Mr. Gates is going stribute \$1,000,000 to the new brokerage firm and Lambert \$1,000,000 to the new prokerage firm and Lambert \$150,000. It was pointed out yesterday that the provisions of the law making it unnecessary to advertise increases in the capital from the original amount really nullifies the provision requiring advertisement quiring advertisement.

## THE SOUTHERN IRON MERGER.

Representatives of the Three Concerns to Meet at Birmingham. Representatives of the three leading

Southern iron companies—the Tennessee Coal, Iron and Railroad Company, the Sloss-Sheffield Steel and Iron Company and the Republic Steel and Iron Company are to meet at Birmingham, Ala., on Monday. This meeting will further consider the question, talked over in the past week at conferences held in this city, of a combination of the three companies.

At the last meeting on Wednesday a committee of three from each company was appointed to examine the books of the various companies.

Up to the present time no one of the companies has bound itself in any way to GOSSIP OF WALL STREET.

the state of the s

It was apparent at the opening that the market had become cranky in the hands of the Western bull element. The erratio character of the initial transactions so be-wildered the trading element that it did not get its bearings again all day. Professional sentiment last night, therefore, was extremely mixed. An unsuccessful effort had been made to rally prices in the last hour. At delivery time-2:15 o'clock-the market was bought for a recovery by traders who thought that after prices had declined steadily since the opening they ought to close on the New York Cotton Exchange yesterwith a rally. The semi-professional commis-sion house crowd figured prominently in this

buying. Wolf Bros. alone bought between 10,000 and 12,000 shares around the room. On this outside buying the professional traders on the floor began to bid prices up, and a recovery of from % to % resulted but when it was seen that stocks were coming out too freely on every little advance th room crowd desisted, and the outside buying ceased abruptly. It was but a flurry. Pennsylvania, which had advanced from 12134 to 122, sold down again to 121 and closed at the bottom. Prices generally closed at the lowest for the day. It was reported from the floor in the last few minutes of trading that Harris, Gates & Co. were selling the market openly.

There was a good deal of selling in yester-day's market that could not be traced, but brokers who watched it closely got the impression that it was "good selling." They were impressed with the manner in which it was conducted. The object, apparently, was to get off stocks rather than to depress prices. Indeed, one of the most singular features of the day's business was the absence of bearish activity. There was no "hammer-ing" of prices. "You will observe," said a good critic yesterday afternoon, "that stocks are not being pressed beyond the capacity of the market to take them at reasonable concessions. I suspect that the people who have been bulling the market got their money and their stocks from identical sources, al-though they probably did not realize that they were getting the stocks along with the money.

The position of the Western bull party was a subject vesterday of paramount interest. The impression is that while it may have succeeded in distributing a good deal of stock the pool is still heavily long of the market. "Take our house as a fair example," said the head of a big Western wire concern yesterday, "and you'll find, I think, that the commission house crowd has not been landed resterday morning and processes with the specific process. That the day going from one exchange to the other. The exchange buildings adjoin each other. In coffee Mr. Sully's buying each other. In coffee Mr. Sully's buying the September delivery.

The exchange buildings adjoin the September delivery.

The exchange buildings adjoin the September delivery.

The exchange buildings adjoin the specific of 1 or 2 per cent, and they grab it, whereas, if stocks go just a little against them they throw them over without cereeach other. In coffee Mr. Sully's buying centred in the September delivery.

The top price for September coffee was against 8.75 cents, and it closed at 8.80 cents as against 8.75 cents, Wednesday's closing figure. Mr. Sully also bought some May and July coffee. His total purchases were estimated at about 125,000 bags, mostly September. The grand total of hysiness to be supposed for that a pools have become discouraged for that pools have become discouraged for that

On the floor of the exchange there was in the West, where its following is supposed to be largest, there has been general sceptiman whose career in cotton has been so cism as to the good faith of its demonstrations.

The professional Wall Street crowd was it lasted, depending upon its agility to get from under when the movement should culminate, but yesterday, when it looked as if the market was getting out of hand, room traders sold out in haste and then took a waiting attitude or went short.

There was an increased general demand for stocks in the loan department last night. The short interest evidently grew more rapidly on yesterday's decline than it had on Wednesday's advance.

The London selling in the forenoon caused a good deal of surprise and uneasiness. There was nothing in the news to account Cotton Growing Association was received for it. One explanation was that local bull of adjoining property by which Mr. Ross at the Colonial Office to-day. The Duke interests were trying to unload through obtains perpetual right to use spur tracks of Marlborough, the Under Secretary, London channels, which was to say that received the deputation in place of his chief. | a large proportion of the selling had been "ordered" from New York. Later in the vate cable advices on the political situation The Colonial Office, he said, regarded the of this intelligence did not find its way into association s scheme as one important, not the ordinary news channels up to the time only to the nation but to the Empire at of the market's closing, but its general purlarge, and steps would be immediately taken | port was pretty generally known around the street, especially to the larger operators

fied with its reception and with the con-opening was generally regarded as a blind cessions granted, the precise nature of to cause selling operations in other quarters which has not yet been given out. Sir of the market. The big orders in Atchison were said to have been distributed before the opening by Harris, Gates & Co. The heaviest buyers were Rutter & Gross, who took about 10,000 shares in the first half hour, and other brokers bought and bid for the stock as though they had to have it It advanced to 70%, while the rest of the market was weakening. Other stocks that were strong in the early trading were Norfolk & Western, Missouri Pacific and Rock Island, while Pennsylvania, Baltimore & Ohio and steel preferred were conspicuously weak. The demonstration in Atchison was thought to be intended to direct attention from liquidation, more especially in Baltimore and Ohio, a stock in which the bull pool seemed to have overreached itself. The earnings reported yesterday were exceedingly disappointing, and bears created an effect by comparing them with the report current only a few days ago of an increase

of the dividend rate. The extreme weakness of Steel preferred affected speculative sentiment very unfavorably. Brokers had been saying for some time that the selling of this stock was better than the buying Support was extended yesterday forenoon at 57, but it was not equal to the selling, which broke the price to 5614. It closed only 1/2 better than the worst, at a net decline of 1% per cent. The maximum decline, therefore, was 2 per cent.

The same houses that bought Pennsylvan ia up to 1231/4 in Wednesday's session sold it on vesterday's break. Pittsburg and Philadelphia houses continued their selling.

buying orders in United States Realty yesterday. There were two pool orders of about 5,000 shares each, one in the common stock and one in the preferred. The common stock closed unchanged from Wednesday's final and the preferred closed at a fractional net decline.

In the bond market further weakness developed in the more speculative issues, notably United States Steel 5s and the Wabash debentures. Trading in the Steel 5s was on a large scale. A curious movement took place in the Louisville and Nashville-Southern Railway-Monon collateral trust 4s, which advanced from 90½ to 92, closing at the top. There was no explanation of the

### FINANCIAL NOTES.

The Central Pacific Railrond Company is to pay on Monday next another six months note to the Government, the amount being nearly \$3,000,000. The payment is expected to be made, as usual, to the United States SubTressury in this city.

W. L. Stow and Henry Coolldge, members of the New York Stock Exchange firm of W. L. Stow & Co., which failed last summer, have been reinstated on the Exchange.

have been reinstated on the Exchange.

A new stock exchange firm has been organized, the members being Frederick B. Alexander, son of the president of the Equitable Life Assurance Society, and James P. Thomas, late in charge of the Bond Department of Vernon C. Brown & Co. The firm name will be Alexander & Thomas, and the board member will be Mr. Thomas, who was elected a member of the Stock Exchange to-day. The offices of the firm will be at 30 Pine street.

Gibert C. Greenway, Jr., the former curb broker and Yale baseball player, was elected a member of the New York Stock Exchange yesterday.

FOUNDRIES' \$500,000 BRROR.

"MISREPRESENTATION." STOCK EXCHANGE GOVERNORS SAY.

Inquiry Into the Company's Accounts Began Before Christmas-Max Pam, Its Counsel, Present at Two of the Sessions-No Further Explanations.

The action of the Stock Exchange in striking from the list the stocks of the American Steel Foundries Company was explained officially yesterday in these resolutions of the governing committee, which were posted on the exchange:

mitted that misrepresentations of an important character relating to the financial conditions of the American Steel Foundries at the time of its application for listing of its common and preferred stocks upon the expense of the securities will be turned to the common and preferred stocks upon the expense of the common and preferred stocks upon the commo committee on stock list in support of said Resolved, That, in accordance with Article XXXIII., Section 4, of the constitution, the

common and preferred stocks of American

Steel Foundries be and are hereby removed rom the list. The misrepresentations referred to in the resolutions are believed to lie in the overstatement by \$500,000 of the cash assets of the company, as was published in The Sun yesterday in the statement of treasurer, F. E. Patterson. This mistake Mr. Patterson said, arose through a combined error of the accountants who made up the balance sheet submitted to the ex-change and of the originators of the com-

pany.

It was learned yesterday that the inquiry It was learned veeterday that the inquiry into the company's accounts began just before Christmas. Four hearings, it was said, were held, the last on Dec. 15. At two of these two of the public accountants who compiled the balance sheet were examined; Max Pam, a director of and counsel to the company, was the witness at the third hearing, and both Mr. Pam and the accountant attended the fourth

There were two statements made vesterday regarding the discovery of the \$500,000 error. One of these was that the company notified the exchange authorities of its existence and the other that the exchange notified the company. The explanation of the error offered by Mr. Pam must have been unsatisfactory, to judge from the upshot of the affair.

upshot of the affair.

No further explanation of the company's position was made public yesterday. President Joseph E. Schwab, a brother of Charles M. Schwab, who is a director of the company, returns from Boston to-day and may make a statement. Max Pam went out of town yesterday and will not return until early next day and will not return until early next week. Until either President Schwab or Mr. Pam explains, the curiosity of Wall Street as to the exact genesis of the \$500,000 mistake will probably go unsatisfied.

In the curb market yesterday bids and

offers were made for the company's stocks, but there were no sales. In the common stock 234 was bid, as against 3 yesterday, and offerings were at 5. The preferred, which pays 6 per cent., was 30 bid and 40

#### STEEL WORKS AT NEW HAVEN? Purchase of Water Front Property Said to Be for That Purpose.

New Haven, Jan. 28 .-- It became known this afternoon, through the filing of deeds in the Town Clerk's office in West Haven, near this city, that a plan is under way to From establish a big steel plan is under way to backed with \$15,000,000. The land acquired cost \$10,000 and the purchaser is Frank M. Ross, superintendent of the J. M. liffey Petroleum Company of Pittsburg.

The property is on the side of the West River and consists of a strip 1,100 feet long, with a water front of 150 feet, 400 feet adjoining of water front and four parcels of land 125 by 108 feet and 229 by 250 feet on Maule street and 91 by 116 and 360 by 110

Maple street and 91 by 116 and 360 by 110 on Thompson street. In addition there is of the New Haven Railroad passing over

his land. Word was received from Pittsburg to-day that Pittsburg and Eastern capitalists are interested in the deal. The negotiations have been pending for some time and early this week Mr. Ross left Pittsburg for the East on business for the oil com-pany. It is understood that on this trip he will perfect the plans which he has had

#### WANTS BIDS TO RUN BRIDGE CARS. City Will Invite Local Ratiroad Companies

Mayor McClellan and Senator McCarren conferred yesterday on equipping the Williamsburg Bridge with some sort of a car service. The Mayor directed Bridge Commissioner Best to invite the railroad companies of Manhattan and Brooklyn to compete for the privilege of running

to compete for the privilege of running cars across the bridge.

Senator McCarren, when he left the Mayor's office, said he expected to see cars on the bridge by the beginning of May. The city does not take title to the property on the line of the Delancey street approach until May 12, but he thought a temporary station or loop could be arranged for.

The Mayor was not so confident that cars would be crossing the bridge in May. "You would be crossing the bridge in May. "You know," he explained, "that the bridge was

opened prematurely and it will take some time to arrange matters."

It is doubtful if either the Metropolitan or Brooklyn Rapid Transit companies will seek the bridge franchise as things now are.

#### RAILS FOR CANADA, \$21.50. Domestic Price Still Maintained at \$28 & Ton.

A Montreal despatch, received in Wall street yesterday, said that the Pennsylvania Steel Company had obtained a contract from the Canadian Pacific Railway for 40,000 tons of 80-pound steel rails at \$21.50 a ton, and that the United States Steel Corporation had also quoted for the contract at the same figure, but had failed o secure it.

A representative of the United States Steel Corporation said that he did not know whether the Steel Corporation had made any bid for such a Canadian contract. The domestic price for steel rails continues to be held at \$28.

#### A. D. T. Profits Fall Off.

The revenues of the American District Telegraph Company of this city fell off in 1903 to \$577,676, as against \$610,043 in 1902. Operating expenses kept up, and after the payment of dividends of \$76,888, the same amount as in 1902, a deficit is reported of \$11,020, compared with a surplus of \$19,981 in 1902. President Robert C. Clowry in his report says:

The revenues of the company were affected by the distinctly unfavorable local conditions which prevailed throughout the year. The loss is largely in earnings from messenger service and has as far as possible been offset by reductions in the expense, aggregating \$22,025.

#### Guardian Bank Incorporated.

The certificate of incorporation of the Guardian Savings Bank was filed in the County Clerk's office in Brooklyn yesterday. The bank is to do business at Third avenue and Thirty-ninth street. Among the in-corporators are Howard Maxwell, John S. Jenkins, Cornelius S. Van Brunt, Herman A. Metz, ex-Sheriff William J. Buttling and Principal Charles O. Dewey of Publi School 136.

Maiden Lane Bank to Open on Monday The new Maiden Lane National Bank rill open for business at 100 William street, corner of John, on Monday. Robert D. Kent is president and Charles A. Belling, who has been receiving teller in the National

MORE SHIPYARD CONFABS. The Expected Announcement Not Made

-Bondholders Complain. The modified plan of reorganization of the United States Shipbuilding Company upon which the Sheldon, Schwab and Trust Company of the Republic interests and Receiver James Smith, Jr., have been working was not made public yesterday as had been expected. Further conferences were held, however, and representatives of the several interests said that the negotiations were progressing favorably.

One point which has caused delay has been the price at which prior lien of the Trust Mortgage, numbered as follows. viz.: notes shall be sold. It is understood that of the committee on stock list this day submitted that misrepresentations of an important character relating to the committee of the committee on stock list this day submitted that misrepresentations of an important character relating to the committee on cause for criticism.

extended. The securities will be turned back and the syndicate wound up. This action, it was said authoritatively, will have no effect on the Sheldon committee except to put it in better place to carry out the reorganization as now contemplated through added deposits of the released bond. Regarding the conferences and their results Receiver James Smith, Jr., made this statement yesterday:

"I have submitted a plan by which all the bonds held by Mr. Schwab will be retired and stocks issued to take their place. This should be of equal advantage to everybody. We have had many conferences and often everything seemed settled, then something would happen and all would be off again. We seem no nearer a settlement than we were last summer, but I can't

be off again. We seem no nearer a settlement than we were last summer, but I can't tell when I'll be sent for and a decision reached. On Friday last I thought the whole matter was settled.

"Mr. Schwab has everything that is of value in the company in his Bethlehem plant. He wants to get it back and why shouldn't he? He paid \$7,500,000 for it and it has since accumulated \$4,000,000 in profits so it is worth \$1,500,000.

only have cost \$9,000,000 and it is worth \$11,500,000.

"If creditors of the company succeed in having stocks assessed to meet their claims, that would cost the company only \$1,500,000 and it should therefore be done. With that the Bethlehem company would only have cost \$9,000,000 and it is worth With that the Bethlehem company would only have cost \$9,000,000 and it is worth much more, earning as it does \$2,500,000.

"That is the proposition before the conference to-day. Of course, Untermyer wants to get all he can for his clients, but I think he ought to be satisfied with a settlement on my plan, which would mean that he had won a good fight, bringing benefits to his own clients and other security holders. "At the conferences I have met a lot of "At the conferences I have met a lot of sharp lawyers and smart bankers, and at times they thought I had committed myself to some plan of settlement, but after all we got back to the original question. It may be settled any day. They have my proposition and I am waiting for them to call me up and close the matter."

The bondholders represented by Lawyer Samuel Untermyer are little better pleased at the receiver's plan than they have been at any others and on their behalf the statement that they will fight to the end is vigorously repeated.

ment that they will light to the end is vigorously repeated.

They object to the statement that Mr. Schwab has everything of value in the Shipyards Company in the Bethlehem plant. That they say he does not own, even if his mortgage were valid, which they dispute. The gist of their complaint is that Mr. Schwab is getting to much.

Mr. Schwab is getting to much.	KICHMU
RAILHOAD EARNINGS.	WASHING
etroit Southern:	D. C.
week Jan	
m July 1 907,849 843,318 Inc 64,031	Tickets and
anawha and Michigan:	Pier 26. North
reck Jan \$22,936 \$24,556 Dec. \$1.620	N. Y. Telephon
n July 1 925,454 576,554 Inc. 348,900	Franklin.
inneapolis, St. Paul and Sault Ste. Marie:	
reck Jan \$119,584 \$115,088 Inc. \$4,446	·
n July 1	
o Grande Soutpern:	
reek Jan	
n July 1 280,257 882,510 Dec. 72,253 dedo, Peorla and Western:	
reek Jan \$30,909 \$25,429 Inc. \$5,480	
n July 1 743,514 686,888 Inc. 56,626	
READING.	
e Philadelphia and Reading Rallway Com-	

	READI	NG.		
The Philadelphia pany and the Phila Iron Company report	delphia et for De	and Read	ing C	oal and
Rallway Company	1908.	1902	Changes.	
Receipts \$2		\$2,861,118		
Exp. includ. re- newals, &c 1	,777,706	1,799,494	Dec.	21,788
Net earnings \$1		\$1,061,614	Dec.	\$51,790
Receipts	2,906,794	\$2,901,359 2,880,849	Inc.	\$5,435 270,108
Net carpings	\$256,342	\$521,010	Dec.	\$264,668
Reading Company Net Income		\$114,942	Inc.	\$6,034
Net earn. all cost. \$1 Propor. of annual		\$1,697,576	Dec.	\$310,433
fixed chgs. & tax of all cost (est).		895,721	Dec.	7,721
Surplus	1490,143	8801,855	Dec.	\$302,712
		NE ARIA		

The Chesapeake and Ohio Railway Company reports for December: 1903. 1902. C Gross earnings. \$1,578,928 \$1,445,156 Inc. Oper. expenses. 1,097,333 922,676 Inc. Net earnings ... \$481.595 \$522,480 Dec. \$40,885 From July 1 to Dec. 31: Gross earnings . \$0.649,568 \$7,589,798 Inc. \$2.059,776 Oper. expenses.... 6.315,589 5,076,231 Inc. 1,239,356 Net earnings.....\$3.333,974 \$2,513,562 Inc. \$620,412

BUFFALO, ROCHHSTER AND PITTSBURG.
The Buffalo, Rochester and Pittsburg Railway
Company reports for December:

1903. 1902. Changes.
Gross earnings.... \$511.817 8528.974 Dec. \$17,157
Oper. expenses... 345.891 336.207 Inc. 9,184 Net earnings.... \$100,426 \$192,767 Dec. \$26,341 From July 1 to Dec. \$1: Gross earnings... \$4,042,756 \$38,725,990 Inc. \$316,757 Oper. expenses... 2,237,854 2,094,767 Inc. 145,087 Net earnings....\$1,804,902 \$1,631,232 Inc. \$173,670 WISCONSIN CENTRAL. The Wisconsin Central Railway Company reports for December:

ports for December:

1803. 1802. Changes.

Gross earnings. \$504,948 \$490,821 Inc. \$14,327

Oper. capenses.. \$504,635 \$490,821 Inc. \$14,327

Oper. capenses.. \$54,635 \$42,588 Inc. \$12,045 Net earnings... \$150,815 \$148,033 Inc. \$2,282 Other income..... 6,406 3,959 Inc. 2,447 Total income ... \$156,721 \$151,992 Inc. \$4,729 harges ....... 144,769 144,635 Inc. 74 Surplus ...... \$12,012 \$7,357 Inc. \$4,655 NEW TORE, ONTARIO AND WESTERN. The New York, Ontario and Western Railway Company reports for December: | Company reports | 10 | December | 1902 | Changes | 1903 | Changes | 1903 | Changes | 1904 | Changes | 1905 | Changes | 1905

Net earnings... \$59,170 \$204,085 Dec. \$144,915 Charges.... 56,293 65,653 Dec. 9,357 \$2,874 \$138,432 Dec. \$135,558 TOLEDO AND ONIO CENTRAL. The Toledo and Ohlo Central Railway Company reports for December: 

\$38,440 \$48,298 Fec. \$0,858 39,569 40,484 Dec. 915 Deficit ..... \$1,129s ur\$7,814 Inc. \$8,943 MINNEAPOLIS AND ST. LOUIS. 

Net earnings ... \$109,940 \$93,393 Inc. \$16,587 Other income ... 8,983 12,561 Dec. 3,575 . \$118,966 \$105,954 Inc. \$13,012 IOWA CENTRAL. The lowa "Central Rallway Company reports for 

... \$14,475 \$52,282 Dec. \$37,507

KANAWRA AND MICHIGAN. 

FINANCIAL. REDEMPTION OF Duluth, Missabe & Northern

Railway Co. First Consolidated Mortgage Bonds, dated Jan. 1, 1893.

NOTICE IS HEREBY GIVEN that ninety-three (93) of the First Consolidated Mortgage Bonds of the Duluth, Missabe & Northern Railway Company were this day drawn for redemption in ac 1577

All future interest of any of the bonds so designated coases February 1st, 1904, in accordance with the terms of the mortgage. CENTRAL TRUST COMPANY OF NEW YORK,

2262 2485 2784 2266 2544 2794 2281 2587 2847

By J. N. WALLACE, 4th Vice-President. New York, January 21st, 1904. We, the undersigned, hereby certify that the ninety-three (93) bonds were designated by lot n our presence as above stated. FRED C. RANDALL,

With Central Trust Company of New York. CHAS. E. SCHEIDE, Of Duluth, Missabe & Northern Rallway Company. W. H. SMIDT.

Notary Public, Rockland Co. Certificate Filed in New York Co. In accordance with the foregoing certificate said mentioned bonds will be paid at this office on or after the first day of February, 1904, at 105 per centum and interest, say \$1,065 per bond. CENTRAL TRUST COMPANY OF NEW YORK,

By J. N. WALLACE, 4th Vice-President. The stock of the GEORGE A. TREAD-WELL MINING COMPANY, 27 William Street, New York, is considered by many conservative investors the best investment now offered on the market.

CUBAN BONDS BOUGHT AND SOLD. The issue of 1896 is an excellent investment, paying 6% on par. Unsalable and obsolete securities and remnants of estates bought. All unlisted, inactive and uncurrent securities dealt in. R. M. SMYTH. Room 452 Produce Exchange, New

OCEAN STEAMERS.

# **Old Dominion line**

THE RIGHT KIND OF REST is obtained by TAKING A SEA TRIP

Our Steamers Sail Daily. Except Sunday, for NORFOLK OLD POINT COMFORT RICHMOND, VA., and



OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N.R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.



Helping along tourists is our business. 30 years' experience in Oriental Lands and immense equipment at your service when you go to Egypt and Palestine. Select parties leave Feb. 13 and 27. Fares \$700 to \$1.100. Other Mediterranean Tours Feb. 13. 20, 27,

THOS. COOK & SON, Three (261 Broadway, Cor. Wairen St. 1185 Broadway, Cor. 28th St. 649 Madison Ave., Cor. 60th St Boston, Philadelphia, Chicago, San Francisco, Etc.

# **TAMAICA**

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WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL Majestic..Feb. 3, 10 A.M. | Celtic.....Feb. 17, 6 A.M. | Cedric...Feb. 17, 6 A.M. | Cedric...Feb. 24, 11 A.M. |

Pier 48, North River. Office, 9 Broadway, New York

Court Calendars This Day.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part 1.—Motion calendar called at 10:30 A. M. Part II.—Exparte matters. Part III.—Clear. Motions. Preferred causes—Nos. 4073, 4075, 4076, 4076. 4076. 4076. 307, 4640. 3824, 4001, 4027, 4061. Part IV.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Trial Term—Part II.—Case unfinished. Short causes—Nos. 14129, 13783. Part III.—Case unfinished. Nos. 4549, 4617, 4103, 4614, 4694, 4183, 323, 3852½, 4518, 13304, 4179, 4184, 4452, 4470, 4492, 4539, 4506, 4822, 4645, 3210, 2935, 11789, 4244, 4579, 4539. Part IV.—Clear. Cases from Part III. Part VI.—Case unfinished. Cases from Part III. Part VIII.—Clear. Cases from Part III. Part VIII.—Clear. Cases from Part III. Part VIII.—Clear. Nos. 1198, 4327, 4607, 3118, 13896, 5008, 4125, 3470, 10068, 3396, 4508, 18113, 3249, 14123, 4367, 4319, 1309, 13060, 9519, 4567, 4570, 4646, 4648, 4569, 4511, 13763, 4255, 4468, 4410. Part XII.—Clear. Cases from Part VIII. Part VIII.—Part XII.—Clear. Cases from Part VIII. Part XII.—Adjourned for the term.

Surrogates Court—Chambers—Motion calendar called at 10:30 A. M. For probate—Wills of Michael Dunleavy, Henry A. Smith, Gluseppe Rubestone, Margaret McDonald, James R. Braxton, Emily M. Wetmore, Peter Q. Eckerson, Maggle A. Murphy, at 10:30 A. M.; Helnricka Rossfeld, Ann M. Deen, at 2 P. M. Trial Term—Part I. Adjourned for the term. Part II.—Case un. No. 2187, Mc-Keage vs. Interurban Street Rallroad Company, No. 629, 1106, 1812. Part IV.—Clear.

Court of Appeals Calendar.

BATLEGADS.

# Pennsylvania STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

iF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Stathat given below for Twenty-third Street Statton, except where otherwise noted.

7:55 A. M. FAST MAIL.—Parior, Sleeping and Dining Cara. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. Chelanat, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking, and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Mashville (via Cincinnati and Louisville). Indianapolis, Chicago, St. Louis. Dining Car.

1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago. Toledo, and Cleveland. Dining Car.

1:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

1:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car. 5:55 F. M. WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIPIC EXRPESS.—For Pittaburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:35 P. M. PITTSBURG SPECIAL.—Daily for Pittaburg. Dining Car.

WASHINGTON AND THE SOUTH. 7:55. 8:25, \*9:25, \*10:10 (Desbrosses and Cortlandt Streets 10:20), \*10:55 a.m., \*12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), \*8:25, \*4:25, \*4:55 (Desbrosses and Cortlandt Streets 3:10, 9:25 p. m., 12:10 night. Sunday, 8:25, \*9:25, \*10:58 a. m., \*12:35 (3:25 "Congressional Limited, all Parlor and Dining Cars), \*8:26, \*4:25, \*4:35 (Desbrosses and Cortlandt Streets 5:15), 9:26 p. m., 12:10 night. Parlor and Dining Carsi, "3:26, "4:25, "4:36 (Desbrosses and Cortlandt Streets 5:15), 9:26 p. m.,
12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 8:25, 4:25
p. m., 12:10 night daily, "Southern's Paim
Limited," "12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and
9:26 p. m. daily, "New York and Florida Special"
2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55
p. m. and 12:10 night daily, "Seaboard Florida
Limited," 12:55 p. m. daily, "ORFOLK AND WESTERN RAILWAY.—For
Memphis and New Orleans, 3:25 p. m. daily,
OREAPEAKE & OHIO RAILWAY.—7:55 a. m.
week-days and 4:55 p. m. daily,
FOR OLD POINT COMFORT AND NORFOLK.—
7:55 a. m. week-days and 8:25 p. m. daily,
ATLANTIC CITY.—9:35 a. m. and 2:56 p. m. weekdays, Sundays, 7:55 a. m. and 2:56 p. m. weekdays, Sundays, 7:55 a. m. Through Vestibuled
Trains, Burfet Parlor Cars and Standard Coaches on
Sundays.
CAPE MAY.—12:55 p. m. week-days.
LONG BRANCH, ASBURY PARK.—(Interlaken
Sundays), Ocean Grove and Point Pleasant
(From West Twenty-third Street Station, 8:55
a. m., 12:25, 3:25, 4:35 p. m., and 12:10 night, weekdays. Sundays, 12:10, 9:25 a. m., and 4:55 p. m.
From Desbrosses and Cortlandt streets, 9:00
a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night weekdays. Sundays, 12:15, 9:45 a. m., 5:00 p. m.
6:05, 7:25, 7:25, 8:25, 9:25, 9:25 9:55 St. Louis Lim-

days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, \*7:55, \*2:5, \*8:55, \*9:25 (9:55 St. Louis Lâmlted), \*10:10 (Desbrosses and Cortlandt streets, 
10:20, \*10:25 (Penna, Limited), \*10:35, 11:55 a. m.;

\*12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets, 
2:20), 2:55, \*3:25, 3:55, 4:25, \*4:25, \*4:35 (\*4:55 Chicago Limited for North Philadelphia only), 
p. m., 12:10 night week days. Sundays, 6:35, 
7:55, 8:25, \*9:25 (\*9:55 St. Louis Limited), 9:55, 
(\*10:25 Penna, Limited), \*10:35 a. m., \*12:35, \*1:35, 
3:26, 3:35, \*4:25 (\*4:35 Chicago Limited for North Philadelphia only), \*4:55, \*5:35, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*5:35, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), \*4:55, \*5:35, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m., 12:10 night.

\*\*Dining car.\*\*

Philadelphia only), \*4:55, \*5:55, 7:55, 8:28, 9:28 (9:38 for North Philadelphia only) p. m. 12:10 night.

\*Dining car.
Ticket offices: Nos. 461, 1354, 113 and 261 Broadway, 182 Pith avenue (below 23d St.,): 293 Pith avenue (corner 29th st.): 1 Astor House and stations named above; Brooklyn, 4 Court Street, 860 Fulton Street, 360 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
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FOR PLYMOUTH, CHERBOURG, HAMBURG.
Waldersee, Jan. 30. 8 P.M. Bluecher Feb.11,10 A.M.
Belgravia Feb.5,8:30A.M. Pennsylvnia, Feb.20,7AM

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PLYMOUTH—CHERBOURG—BREMEN.

Kaiser... Feb. 9, 10 AM | Kronprinz, Mar. 22, 8 AM | Kaiser... Mar. 5, 10 AM | Kaiser... Mar. 29, 10 AM | K.Wm. II... Apr. 12 1 PM | OELRICHS & CO., & BROADWAY, N. Y. JAPAN-CHINA

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CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Emp. of China... Feb. 22 | R.M.S.Tartar... Mar. 28 R.M.S.Athenian...Mar. 7 | Emp. of Japan... Apr. 11 Emp's of India...Mar. 21

... .. Feb. 5 | Mjowera ... FFLORIDA, Delightful 50 hour Ocean Voyage.

New Ships; Superior Service; Low Rates.
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CUNARD LINE TO LIVERPOOL
Saxonla...Jan. 30, 2 PM | Ivernia, Feb. 20, 7:30 A M
Etruria... Feb. 6, 9 A M | Campania, Feb. 27, noon
Umbria... Feb. 13, 2 PM | Etruria... Mar. 5, 8 A M
MEDITERRANEAN SERVICE.

Aurenia. Jan. 26, 11 A M.
Carrying Cabin and Steerage Passengers.
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**HOLLAND-AMERICA LINE** New Twin-Screw Steamers of 12,500 Tons. NEW YORK-ROTTERDAM, via BOULOGNE, Sailing Tuesdays, at 10 A M. Rotterdam Feb. 2 | †Amsterdam Mar. \*Sloterdyk Feb. 16 | Rotterdam Mar. \*Sloterdyk Feb. 23 | Noordam Mar. 2 tSteerage only. \*Freight only. Holland-America Line, 39 B'way, N. Y.

Atlantic Transport Line. Only first-class passengers carried. FOR RATES, ETC., APPLY AT 1 BROADWAY. AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Phila... Jan. 30, 9:30 AM | New York, Feb. 13, 9:30 AM | St. Paul, Feb. 20, 9:30 AM | St. Paul, Feb. 20, 9:30 AM | St. Paul, Feb. 20, 9:30 AM | RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Zeeland, Jan. 30, 10:30 AM | Vaderl'd, Feb. 13, 10:30 AM | Finland, Feb. 6, 10:30 AM | Kr'n'd, Feb. 20, 10:30 AM | Plers 14 and 15, N. R. Office, 73 Broadway, N. Y.

STEAMBOATS. BOSTON AND POINTS IN NEW ENULAND. FALL RIVER LINE, via Newport and Fall River, Leave Pier 19, N. R., foot of Warren St., week days, only at 5:00 P. M. Steamers PLYMOUTH and PILGRIM, Orthografia on analy

only at 5:00 P. M. Steamers PLYMOUTH and PILIGRIM. Orchestra on each, NORWICH LINE, via New London. Leave Pier 40. N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN. NEW HAVEN LINE for New Haven, Hartford, Springfield and the North Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M., Steamer RICHARD PECK. JOY LINE PROVIDENCE, \$1.25, XFT. TAP BOSTON, DIRECT. \$2.25. ALBANY, Jan. 28.—The Court of Appeals calendar for to-morrow consists of Nos. 200, 202, 203, 206 and 200.

NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

RAILROADS.

Via Niagara Falls.

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will alop at 125th street to receive passengers ten minutes after leaving Grand Central Station. 12.10

A. M.—MIDNIGHT EXPRESS.—Due albany 5:55 A. M., Troy 0:40 A. M.

7.54

A. M.—MIDNIGHT EXPRESS.—Due albany 5:55 A. M., Troy 0:40 A. M.

7.54

A. M.—SYRACUSE LOCAL—Stops at all important stations.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45 Niagara Falls 5:35 P. M.

8.45

A. M.—FAST MAIL.—24 hours to Chicago Due Buffalo 1:40. Niagara Falls 8:07.

10.30

A. M.—IDAY EXPRESS.—Makes local stops. Due Buffalo 1:00. PASPRESS.—Hor Albany and Troy. Local stops.

11.30

A. M.—SUFFALO LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:55 P. M.

1.00

P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 P. M.—SUFIALO LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore Railroads.

2.45

P. M.—"The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and ans.

3.40

P. M.—"The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and ans.

P. M.—"ALBANY AND TROY FLYER.—Due Albany 6:40. Troy 7:05 P. M.—Local stops.

- Local stops.

- M.—OTTROIT. GRAND RAPIDS and Due Albany 5.40. TOY JAS P. M.—\*ALBANY AND TROY EXPRESS.—Local stops.

P. M.—\*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago via Michigan Central.

P. M.—\*LAKE SHORE LIMITED.—234/4 hour train to Chicago. All Pullman cars. Due Cleveland 7:95 A. M., Cinchnati 1:30. Indianapolis 3:10. Chicago 4:30. St. Louis 9:25 P. M. next day.

F. M.—\*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—\*MONTREAL EXPRESS.—Via D. & H. or Rutland.

EXPRESS.

P. M.—\*BUFFALO AND TOMONTO SPECIAL.

P. M.—\*SOUTHWESTERN SPECIAL.

P. M.—\*SOUTHWESTERN SPECIAL. 4.00 5.30 6.00 7.00 8.00

9.30 P. M.—\*SOUTHWESTERN SPECIAL9.30 P. M.—\*PACIFIC EXPRESS.—Chicago at hours by M. C., 33 hours by L. S.
11.30 P. M.—\*CHICAGO THEATRE TRAIN.—
Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.
\*Dally Except Sunday, Except Monday
HARLEM DIVISION.
9:06 A. M. and 3:35 P. M. daily, except Sunday, to
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NEW YORK CENTRAL ROUITE.

9.20

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON

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ROSTON AND ALBANY RAILROAD.
Trains leave at 19:02 A. M., 112:00 noon, "4:00 P. M.,
"11:00 P. M.
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416 and 12:18 Broadway, and at Grand Central StationA. H. SMITH.
GEORGE H. DANIELS,
Gen'l Manager.
Gen'l Pass'r Agent. WEST SHORE R. R.

(New York Central & Hudson River R. R., lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. \*7:00 A.M.—For intermediate points to Albany.
11:20 A.M.—(1) Hudson and Mohawk Express.
\*1:00 P.M.—Chicago Express.
\*2:25 P.M.—Cont. Lim. for Petroit, Chi. & St. Louis.
13:46 P.M.—(2) for Hudson River points & Albany.
\*0:00 P.M.—For Roch., Buffalo, Clev'd & Chicago.
18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
\*Daily.—For Roch., Buffalo, Detroit & St. Louis.
\*Daily.—For Syra. Roch., Niag. Falls, Det. & Chi.
\*Daily.—Daily. except Sunday. Leave Brook.
\*19n Annex (1) as 10:45 A. M., (2) at \*2:45 P. M.
\*Leave Jersey City, Penna. R. R. Sta., (1) at 111:29
A. M., (2) at 13:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.
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\$6.00 A.M., Hartford and Willimantic. 2:00 P.M.

\$9.02 A.M., Springfield and Worcester. 3:09 P.M.

\$10.00 A.M., \*!NewLondon and Providence, 4:30 P.M.

\$10.00 A.M., \*!NewLondon and Providence, 4:30 P.M.

\$10.00 P.M. \*!NewLondon and Providence, 6:30 P.M.

\$1:00 P.M. \*!NewLondon and Providence, 6:00 P.M.

\$1:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$2:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$3:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$5:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$5:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$5:00 P.M. \*Springfield and Worcester, 10:00 P.M.

\$5:00 P.M. \*NewLondon and Providence, 6:00 P.M.

\$1:00 P.M. \*NewLondon and Providence, 6:27 A.M.

\$1:00 P.M., \*NewLondon and Providence, 6:27 A.M.

\*10:01 P.M., NewLondon and Providence, 6:27 A.M.

\*10:01 P.M., NewLondon and Providence, 6:37 A.M.

\*10:02 P.M., NewLondon and Providence, 6:37 A.M.

\*10:02 P.M., NewLondon and Providence, 6:37 A.M.

\*10:02 P.M., NewLondon and Providence, 6:37 A.M.

\*10:03 P.M., NewLondon and Providence, 6:37 A.M.

\*10:04 P.M., NewLondon and Providence, 6:37 A.M.

\*10:05 P.M., NewLondon and P.M.

\*10:05 P.M., NewLondon and P.M

READING SYSTEM,

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry five muttee earlier than shown below)

EASTON, BETHLEHEM, ALLENTOWN AND

MAUCH CHUNK—24:00 (7:15 Easton only) P. M.
Sundays 24:25 A. M., 1:00, 5:30 P. M.
SUNDAYS 24:25 A. M., 1:00, 5:30 P. M.
SUNDAYS 24:25 A. M., 1:00, 5:30 P. M.

WILKESHARRE AND SCHANTON—24:00, 6:10

A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER

AND BARNEGAT—24:00, 79:40 A. M., 1:30

G:40 Lakewood and Lakehurst only), 4:10, 65:00

P. M. (6:07 P. M. Saturdays). Sundays, 9:40 A. M.,

ATLANTIC CITY—9:40 A. M., 13:40 P. M.

VINELAND AND BRIDGETON—12:00 A. M.,

VINELAND AND BRIDGETON—12:00 A. M.,

CHONG BRANCH, ASBURY PARK, OCEAN

GROVE, POINT PLEASANT AND SEA
SHORE POINTS—24:00, 8:30, 11:30 A. M., x1:20,
4:25, 5:30, 6:30, 11:30 P. M. Sundays, except

Ocean Grove, 9:00 A. M., 4:30, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)—

\*4:25, 7:30, 18:00, \*9:00 10:00, 11:00 A. M., x1:20,
4:50, 6:30, 12:00, 13:00, \*300, \*500, 10:00, 17:30,
49:00, 51:30, 12:00, 13:00, \*300, 10:00, 17:30,
49:00, 51:30, 12:00, 13:00, \*300, 500, 10:00, 71:30,
40:10, 51:30, 12:00, 13:00, \*300, 500, 10:00, 71:30,
40:10, 15:30, 12:00, 13:00, \*300, 500, 10:00, 71:30,
40:10, 10:30, 11:35 A. M., \*1:00, 12:340, \*5:00, \*7:00, 19:25

P. M., 12:15 mdt.

READING, HARRISBURG, POTTSVILLE

AND WILLIAMSPORT—14:00, 24:25, 18:30, \*10:30, \*11:45 A. M., \*1:00, 12:340, \*5:00, \*7:00, 19:25

P. M., 12:15 mdt.

EADING, HARRISBURG, POTTSVILLE

AND WILLIAMSPORT—14:00, 24:25, 18:00, \*19:10,
11:20, 15:30, 12:00, \*10:00, Hawaiian, Fiji Islands, Australia and New Zealand only. Wa Tamaqua. XSaturdays. Affects Saturdays.
Offices: Liberty St. Ferry. South Ferry. 6 Astor House, 167, 261, 434, 1500, 1354 Broadway. 182 Fifth Av., 25 Union Square West, 163 East 125th St., 273 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 869 Fulton St., Biklyn: 360 B'way. Wimsburg. N. Y. Transfer Co. calls for and checks baggage to destination.
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Vice Pres. and Gen. Mgr. Gen. Pass'r Agt.

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. \*12:10 nt. \*12:15 nt. Chicago, Columbus. \*12:25 pm. \*1:00 pm. Diner Pittsburg. Cleveland \*3:25 pm. \*1:00 pm. Diner Pittsburg. Cleveland \*3:25 pm. \*1:00 pm. Diner Cincinnati, St. Louis \*10:10 nt. \*12:15 nt. Sleeper Cincinnati, St. Louis \*10:25 pm. \*10:30 am. Diner Cincinnati, St. Louis \*6:55 pm. \*10:00 pm. Diner \*Daily. \*10 nly, except Sunday. \$Sunday only. Offices: 167, 261, 434, 13:00 Broadway, 6 Asid House, 105 Greenwich St. 25 Union Square W., 30: Grand St. N. Y., 343 Fution Street. Brooklyn, South Ferry and Liberty Street. Flaggage checked from hotel or residence to destination.

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Lackawanna Railroad.

Leave New York foot Barclay and Christopher Sta.

18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Burfalo, Chicago and St. Louis.

11:40 P.M.—For Burfalo and Chicago.

14:00 P.M.—For Scranton and Plymouth.

8:10 P.M.—For Burfalo and Chicago.

8:45 P.M.—For Utica, Oswego, Ithaca, Burfalo.

2:00 A.M.—For Chicago—Sleepers open 9 P. M.

Tickets 167, 429, 1183, 1433 Broadway, N. ¥.; 333

Pulton st., Brooklyn. Daily, Texcept Sunday.